Executive Summary

This summary of the Draft Environmental Impact Report (Draft EIR) on the 2001 Regional Transportation Plan (RTP) for the San Francisco Bay Area is included here to provide background for the material presented in this, the Final Environmental Impact Report (Final EIR). The Executive Summary explains the scope and content of the 2001 RTP and the Draft EIR. The Final EIR was written in response to comments received on the Draft EIR and incorporates by reference the entire text of the Draft EIR. This Executive Summary has been updated to reflect the revisions to the Draft EIR presented in Chapter 2 of this document. The Draft EIR, together with this document, form the Final EIR for the 2001 RTP.

The proposed 2001 Regional Transportation Plan (RTP) represents the transportation policy and action statement of the Metropolitan Transportation Commission (MTC) for how to approach the region's transportation needs over the next 25 years. The 2001 RTP proposes a set of future transportation projects and programs that can be implemented with available funding as well as identifying projects that could be considered if new funding is obtained. The 2001 RTP is intended to serve the region's mobility needs while addressing other important societal goals. The six main goals of the proposed 2001 RTP are:

- Improve mobility for persons and freight;
- Promote safety for system users;
- Promote equity for system users;
- Enhance sensitivity to the environment;
- Support the region's economic vitality; and,
- Support community vitality in the region.

MTC recognizes that transportation decisions have a role in influencing the economic and community vitality of the Bay Area. The proposed 2001 RTP represents MTC's best effort to guide the region in the development of a transportation system that meets the Bay Area's mobility needs while addressing other important societal goals. The proposed 2001 RTP addresses the Bay Area's ground transportation system. Development of regional airport and seaport plans occur in separate processes.

INTRODUCTION

PURPOSE OF THE EIR

This environmental assessment of the proposed 2001 RTP – which may be referred to as "the RTP Project," or "the Project," throughout this document – fulfills the requirements of the California Environmental Quality Act (CEQA) and is designed to inform decision-makers, responsible and trustee agencies, and the general public of the proposed 2001 RTP and the range of potential environmental impacts that could result from its implementation. This EIR

recommends a set of measures to mitigate any significant adverse regional impacts identified. It also analyzes alternatives to the proposed 2001 RTP.

SCOPE OF THE EIR

This EIR on the proposed 2001 RTP is a *program EIR* as defined in the CEQA Guidelines. Program EIRs can be used as the basic, general environmental assessment for an overall program of projects which will be implemented through a series or group of later actions. While these later actions are not evaluated in this program EIR, individual projects will be evaluated in compliance with CEQA prior to project approval.

2001 RTP EIR ORGANIZATION

This EIR document is organized into four parts, as outlined below. This executive summary which includes a review of the potentially significant adverse regional environmental impacts of the proposed 2001 RTP and the measures recommended to mitigate those impacts. This executive summary also notes whether those measures mitigate the significant impacts to a level of insignificance. Finally, the executive summary describes the alternatives, their merits compared to the 2001 RTP, and dismisses the environmentally superior alternative.

Part One: Introduction and Project Description

Part One includes two chapters. Chapter 1 describes the relationship between the proposed 2001 RTP and the EIR and describes the basic legal requirements of a program level EIR. It discusses the level of analysis and the alternatives considered as well as how this EIR is related to other environmental documents and its intended uses. Chapter 2 introduces the purpose and objectives of the 2001 RTP and summarizes specific information that will be used to describe the 2001 RTP and complete the EIR analysis. This includes a discussion of the existing project setting and an outline the Bay Area's projected population and employment growth rates and development patterns through the planning horizon to the year 2025. In addition, State and Federal legislation that guides the development of the RTP process is reviewed. Finally, this chapter introduces the proposed 2001 RTP and four project alternatives.

Part Two: Setting, Impacts, and Mitigation Measures

Part Two describes the existing environmental setting for each of the environmental impact areas analyzed in the EIR, the potential impacts that the proposed 2001 RTP would have on these areas, and measures to mitigate the potential impacts identified. Each impact area is analyzed in a separate chapter. Each chapter is organized as follows:

- Environmental setting;
- Criteria of significance;
- Methods of analysis;
- Summary of impacts (direct and indirect/cumulative); and

- Significant impacts and mitigation measures (direct and indirect/cumulative).

Part Three: Alternatives and CEQA Required Conclusions

Part Three includes a description of four transportation alternatives to the proposed 2001 RTP and an assessment of their potential to achieve the objectives of the 2001 RTP while reducing potentially significant adverse regional environmental impacts. Part Three also includes a comparison and summary of any potentially significant adverse regional environmental impacts that implementation of the alternatives would have for each of the environmental impact areas. As required by CEQA, an environmentally superior alternative is identified. Finally, Part Three includes an assessment of the impacts of the proposed 2001 RTP in several subjects areas required by CEQA, including:

- Significant irreversible environmental changes;
- Growth-inducing impacts; and
- Cumulative impacts.

Part Four: Appendices

Part Four includes the EIR appendices. Appendix A includes the Notice of Preparation (NOP) of this EIR and Appendix B includes copies of the letters received on the NOP. Appendix C includes detailed project lists for the proposed 2001 RTP and the four alternatives studied here. Finally, Appendix D includes a detailed discussion of the regulatory setting associated with biological resources and a detailed list of special-status species in the Bay Area with the potential to occur in or near the transportation improvements proposed in the 2001 RTP. A more detailed descriptions of additional significant ecosystems in the Bay Area that are not outlined in Part Two are is also included.

APPROACH TO THE STUDY

ALTERNATIVES

This EIR evaluates the impacts of the proposed 2001 RTP and four transportation alternatives. A summary of the 2001 RTP is included in Chapter 1.2 and a full description of the four alternatives is in Chapter 3.1. The alternatives are as follows:

- **No Project Alternative** – This includes transit, local roadway, bicycle, and pedestrian projects that are in advanced planning stages and slated to go forward since they have full funding commitments. These projects are identified in the federally required Fiscal Year 2001 Transportation Improvement Program (TIP) and include fully funded sales tax projects authorized by voters in five Bay Areas counties, including sales tax reauthorizations in Alameda and Santa Clara Counties from the November 2000 election.
- **System Management Alternative** – This alternative includes a set of projects intended to address existing corridor mobility issues. It emphasizes the application of available funds

in ways that would improve the operational efficiency of the existing transportation system, such as more express bus service, reversible carpool lanes, and a better connected HOV and transit system. This alternative provides more funding for street and road pavement maintenance shortfalls. Freeway ramp metering is assumed for the most congested corridors. Congestion pricing is assumed on the Bay bridges to generate additional revenues, including transit operating revenues, and some highway projects are deferred to provide additional capital funding.

- **Blueprint 1 Alternative** – This alternative includes the 2001 RTP projects plus projects considered in MTC's 2000 *Bay Area Transportation Blueprint for the 21st Century* that could be funded if certain new revenue sources are developed. These revenue sources are considered reasonable in that they represent extensions of or increases to existing funding sources, or have legislative authorization to be developed or implemented. Potential sources of new revenue include a regional gas tax of up to 10-cents, higher bridge tolls, new and extended sales taxes in various counties, BART bonds, and continuation of higher state transportation funding levels as recently provided in the Governor's 2000 *Transportation Congestion Relief Program (TCRP)*, and passed by the State Legislature as a proposed constitutional amendment on the March 2002 ballot.

- **Blueprint 2 Alternative** – This alternative includes the Blueprint 1 Alternative projects plus projects considered in MTC's 2000 *Transportation Blueprint for the 21st Century* for which a funding source has not yet been identified. Potential funding sources include higher federal and state gasoline taxes, a state sales tax for transportation, even higher bridge tolls, etc. Many of these projects are being considered in other ongoing planning studies, including expanded ferry service, a California High Speed Rail system, and other long-term highway and transit improvements. Since this alternative includes all of the Blueprint 1 projects, it represents the most extensive set of transportation projects that could be funded under the most optimistic assumptions about future revenues.

LEVEL OF ANALYSIS

This EIR focuses primarily on regional impacts, but also addresses transportation corridor impacts for a number of the environmental impact areas. This approach reflects the organization of the 2001 RTP which presents information and transportation investments in a corridor format. MTC has defined 15 multi-modal travel corridors in the 2001 RTP in recognition of their primacy as determiners of regional travel patterns. As a program level EIR, individual project impacts are not addressed unless they are found to be regionally significant.

CUMULATIVE IMPACT ASSUMPTIONS

The term "cumulative impact", as defined in the CEQA Guidelines (§15355), "refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." This EIR distinguishes between the impacts of the 2001 RTP investment program as a whole and the independent impacts of forecast population and employment growth, which the projects and programs of the proposed 2001 RTP will serve. MTC assumes the regional growth estimates based upon the Association of Bay Area Governments'

(ABAG) *Projections 2000.*[1] The impacts on the environment caused solely by the adoption and implementation of the 2001 RTP are not considered cumulative impacts in and of themselves. Additionally, some impacts on the environment are not under the influence of MTC and occur for reasons unrelated to its 2001 RTP investment.

2001 RTP BACKGROUND

With a population of nearly seven million in 2000, the San Francisco Bay Area is the fourth most populous metropolitan area in the United States behind Los Angeles, New York and Chicago. The region consists of nine counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. There are a total of 4,436,500 acres in the region, and approximately 680,900 acres, or 15 percent, are developed. Seventy percent of this developed land is in residential use. The Bay Area transportation network includes, interstate and state freeways, county expressways, local streets and roads, bike paths, sidewalks, and a wide assortment of transit technologies, including heavy rail, light rail, intercity rail, buses, trolleys and ferries.

PROJECTED GROWTH

According to ABAG *Projections 2000*, the five most populated counties in the year 2000 in descending order were, Santa Clara, Alameda, Contra Costa, San Francisco and San Mateo, accounting for 82 percent of the region's population. ABAG projects that the Bay Area will add about 1.3 million new residents between 2000 and 2025. Population continues to grow much more quickly in suburban areas than urban areas as development expands outwards. Moreover, as a result of the shortage of affordable housing in the Bay Area, growth from the Bay Area is spilling over to outlying counties, such as San Benito, San Joaquin, Stanislaus, and Merced. Figure S-1 illustrates Bay Area growth.

Figure S-1: Population Growth by County (2000-2025)

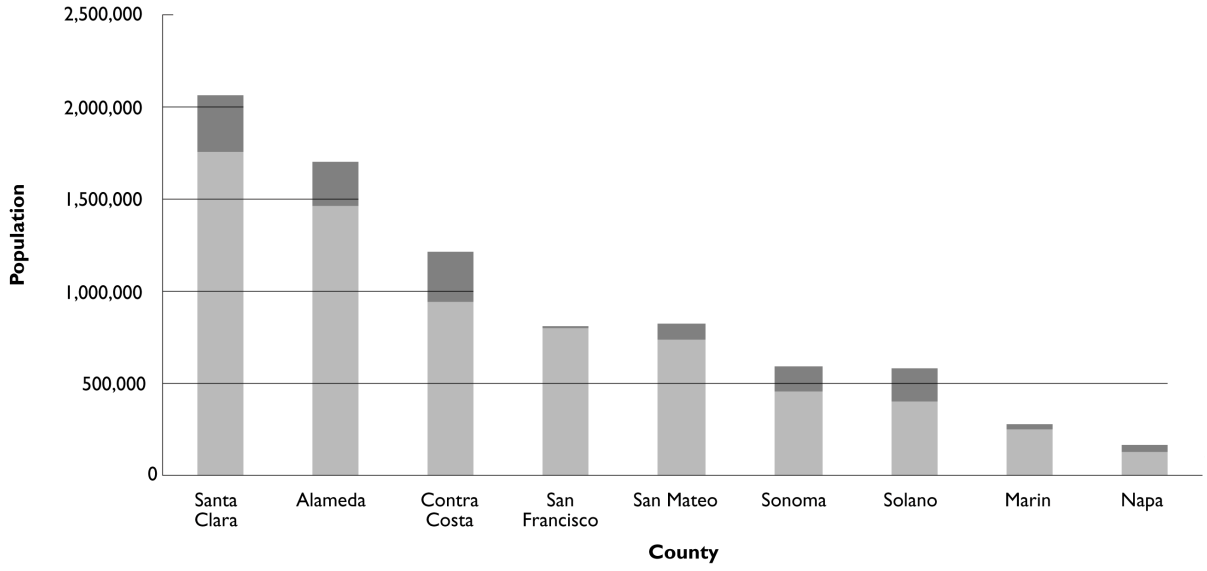
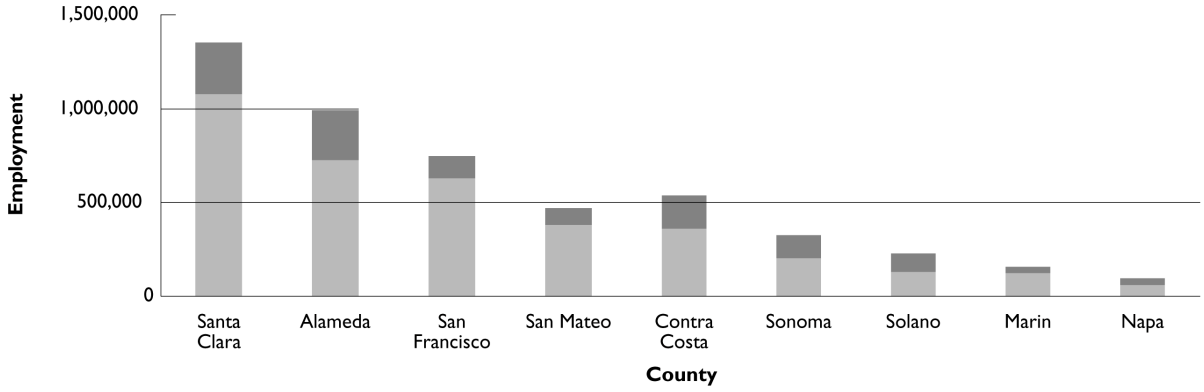


Figure S-2: Employment Growth by County (2000-2025)



With respect to employment, the top five counties for employment were in the year 2000 Santa Clara, Alameda, San Francisco, San Mateo, and Contra Costa, accounting for 86 percent of the Bay Area jobs. ABAG estimates that approximately 1.2 million new jobs will be created in the region between 2000 and 2025. The five most populous counties will also account for 84 percent of the region's jobs at the end of this period. While the top three counties will rank the same, Contra Costa County will surpass San Mateo in 2025. Bay Area employment trends are shown in Figure S-2.

PROJECT IMPACTS

The analysis emphasizes the impacts of the 2001 RTP as a complete program, rather than as detailed analysis of the transportation improvements in the 2001 RTP. Individual improvements must still comply with the requirements of CEQA. Detailed analysis of the transportation improvements proposed in the 2001 RTP would be the responsibility of the agencies approving those projects. This EIR identifies three types of impacts:

- Short-term impacts;
- Long-term impacts; and
- Cumulative impacts.

In many instances the impacts outlined in this EIR do not so much result from the transportation improvements in the 2001 RTP as from the growth these projects are intended to serve. These are considered cumulative impacts. Table S-1 summarizes the significant impacts and recommended mitigation measures identified in this EIR. The impacts are organized by environmental impact area in the order in which they appear in Part Two.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines require each EIR to identify the environmentally superior alternative among the alternatives analyzed. If the No Project Alternative is identified as the environmentally superior alternative, then the EIR must identify another of the alternatives from among the alternatives analyzed. Since the No Project Alternative cannot be identified as the environmentally superior, this EIR identifies the Systems Management Alternative (Alternative 2) as environmentally superior. This alternative would result in fewer adverse environmental impacts because it would have less project development activity given the focus on maintenance and more efficient operations on the existing system. This alternative would also perform comparably to the No Project Alternative in several of the impact areas. However, Alternative 2 also adopts many of the strategies discussed in the 2001 RTP that are innovative and have not yet been developed sufficiently for widespread implementation (congestion pricing on the Bay bridges, use of reversible lanes, taking existing mixed flow lanes for carpools, and larger implementation of regional express bus services). Based on these conditions and the need to develop further consensus within the transportation community, public, and legislature for these types of strategies, this alternative is not yet ready for implementation. Further work is anticipated in all of these areas which will help determine their ultimate feasibility and public acceptability.

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
Transportation			
2.1-1	Many transportation impacts show negative trends between 1998 and 2025 such as average travel time, auto accessibility to jobs, increases in VMT at LOS F, etc. (The one indicator that does show improvement is total jobs accessible by transit). These trends are the result of sustained population and economic growth that will occur in the region between 2000 and 2025 and the mismatch between travel demand and the supply of new capacity. However, in each of the impact areas evaluated the Project Alternative provides a significant improvement over the No Project Alternative. In addition, the Project provides further benefits that are not measured by funding shortfalls in pavement maintenance for local streets, capital rehabilitation needs of transit, and the costs of many ongoing regional programs directed at better system management and customer service.	There are no significant adverse effects on mobility due to implementation of the proposed 2001 RTP. The effects are all beneficial compared to the No Project Alternative.	Less than significant
Air Quality			
2.2-1	Emissions impacts for the Project Alternative for CO, ROG, and NO_X are not considered to be significant, since they are lower than today's emissions by substantial amounts.	None required.	Less than significant
2.2-2	Projected increases in population, jobs, and income are the main contributors to the rise in VMT, the corresponding increase in PM_{10} emissions, and the associated increased public health risk. Roadway lane miles are projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent. The overall transportation investment strategy in the RTP is expected to decrease projected PM_{10}	The 2001 RTP reduces PM_{10} emissions relative to the No Project Alternative. Thus, implementation of the 2001 RTP is a measure to mitigate the environmental impact due to growth in PM_{10} since it includes programs and projects that can reduce the growth in VMT. Further, if a Federal PM-10 attainment plan is required in the future, then MTC will cooperate with the BAAQMD and US EPA in future development of PM_{10} control strategies for motor vehicles which may be technological or travel behavior based, or both.	Increases in PM_{10} emissions with or without the project will be cumulatively significant.

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
	emissions on a cumulative basis by including programs and projects to reduce the growth in VMT.		
Energy			
2.3-1	Projected increases in population, jobs, and income are the main contributors to increased transportation energy consumption. Roadway lane miles are projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent.	The cumulative impact of increased transportation energy consumption and carbon dioxide (global warming emissions) could be mitigated by Congress adopting more stringent automobile fuel standards.	Increases in transportation energy consumption with or without the project will be cumulatively significant.
Geology and Seismicity			
2.4-1	Seismic events could damage existing and proposed transportation infrastructure through surface rupture, ground shaking, liquefaction, landslides and tsunamis. Potential impacts to property and public safety from seismic activity would be considered significant.	MTC requires project sponsors to comply with CEQA and NEPA prior to project approval by MTC. The following mitigation measures shall be included in project-level analysis as appropriate for proposed new transportation improvements. The project proponent or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures outlined below prior to construction: (refer to bulleted list of mitigation measures for this impact in Chapter 2.4).	Significant
2.4-2	Highway and rail construction could require significant earthwork and road cuts. Such projects could increase short-term and long-term soil erosion potential and slope failure.	Implementing agencies shall ensure that projects employ Best Management Practices to reduce soil erosion by water and wind. These could include temporary cover of exposed, engineered slopes, or silt fencing. All construction activities and design criteria shall comply with applicable codes and requirements of the 1997 Uniform Building Code with California additions (Title 22), and applicable Caltrans construction and grading ordinances. Implementing agencies shall also ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features shall include measures to reduce erosion from stormwater. Road cuts shall be designed to maximize the potential for revegetation.	Less than significant
2.4-3	Projects built on highly compressible or expansive soils could become damaged and weakened over time.	Implementing agencies shall ensure that geotechnical investigations be conducted by qualified professionals (registered civil and geotechnical engineers, registered engineering geologists) to identify the potential for differential settlement and expansive soils. Recommended corrective measures, such as structural reinforcement and replacing soil with	Less than significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
		engineered fill, shall be incorporated into project designs.	
2.4-4	The projected population increase in the Bay Area will result in increased travel on all modes of transportation. This would result in an increased risk of exposure of people and property to the potentially damaging effects of strong seismic shaking, fault rupture, seismically-induced ground failure and slope instability.	Since the cumulative impacts from the 2001 RTP are essentially the same as the direct and short-term impacts (exposing travelers to geologic hazards), the mitigation measures for this impact would be the same as for those outlined above.	Less than significant
Biological Resources			
2.5-1	Transportation improvements in the 2001 RTP could adversely affect sensitive biological resources, including wetlands and aquatic resources.	Project sponsors shall demonstrate compliance with the provisions of CEQA and NEPA, as applicable, prior to project approval by the MTC. At the time of project certification, project sponsors shall agree to comply with mitigation measures to protect special-status plant and wildlife species. This requirement obligates project sponsors to implement measures that avoid, minimize, and compensate for significant impacts to special-status species and their habitat. In accordance with guidelines of the Army Corps of Engineers (Corps), the Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service (USFWS), and California Department of Fish and Game (CDFG), a goal of "no net loss" of wetland acreage and value will be implemented, wherever possible, through avoidance of the resource. Mitigation for wetlands impacts due to proposed transportation projects would be based on project-specific wetland mitigation plans, subject to approval by the Corps and commenting agencies. Mitigation for placing fill in wetlands would be partially achieved by avoiding wetlands, and by minimizing fill where avoidance is not feasible.	Less than significant
2.5-2	Transportation improvements in the 2001 RTP could cause substantial disturbance of biologically unique or sensitive communities, including CDFG-recognized protected plant communities.	In accordance with guidelines of the Corps, EPA, USFWS, and CDFG, a goal of "no net loss" shall be achieved through avoidance of the resource, or through creation or restoration of habitat of superior or comparably quality. Where applicable, projects shall conform to the provisions of special area management or restoration plans such as the Suisun Marsh Protection Plan.	Less than significant
2.5-3	Proposed transportation improvements in the 2001 RTP could have deleterious impacts on	Typical measures that may be included by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.5).	Significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
	special-status plant and wildlife species identified as endangered, candidate, and/or special status by the CDFG or USFWS, or on designated critical habitat for listed species.		
2.5-4	Construction activities could adversely affect nonlisted nesting raptor species.	Typical measures that may be included by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.5).	Less than significant
2.5-5	Construction activities could impact nonlisted nesting birds species protected under the federal Migratory Bird Treaty Act.	Typical measures that may be included by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.5).	Less than significant
2.5-6	Construction activities could cause mortality of common wildlife species.	No mitigation is required for this impact; however, the implementation of feasible mitigation measures for Impacts 2.5-1 and 2.5-2 above would further lessen this project impact.	Less than significant
2.5-7	Forecast urban development that would be served by transportation improvements in the 2001 RTP, combined with improved regional mobility provided by the 2001 RTP, could contribute to the conversion of undeveloped land to urban uses, resulting in the removal or fragmentation of habitat area.	As the cumulative impacts of the transportation improvements in the 2001 RTP are the same as the direct impacts listed above, the mitigation measures for this impact would also be the same.	Less than significant
Water Resources			
2.6-1	Construction of the proposed transportation improvements in the 2001 RTP could adversely affect water quality and drainage patterns in the short term due to erosion and sedimentation.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant impacts on water resources. Local permitting agencies shall require preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be consistent with the State Construction Storm Water General Permit, the Manual of Standards for Erosion and Sedimentation Control by the Association of Bay Area Governments, policies and recommendations of the local urban runoff program (city and/or county), and the recommendations of the RWQCB. Preparation of the SWPP shall include a survey of current and historical uses on any land to be converted to transportation uses in order to determine if hazardous chemicals were ever used or released and to	Less than significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
		identify remedial measures to protect surface and groundwater quality as necessary. Implementation of the SWPPP shall be enforced by inspecting agencies during the construction period via appropriate options such as citations, fines, and stop-work orders.	
2.6-2	The transportation improvements in the 2001 RTP could adversely affect water resources in the long term by reducing permeable surfaces, which could result in additional runoff and erosion, and decreased drainage area and groundwater recharge.	Typical mitigation measures that could be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.6).	Less than significant
2.6-3	Forecast urban development that would be served by transportation improvements in the 2001 RTP, combined with new public and private infrastructure improvements to accommodate future planned urban development, could create higher erosion rates and reduced groundwater recharge.	As the cumulative impacts of the transportation improvements in the 2001 RTP are the same as direct impacts 2.6-1 and 2.6-2 listed above, the mitigation measures for the cumulative impact would be the same as for the direct impacts. The MTC shall require that the project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsor shall commit to mitigation measures at the time of certification of each project environmental document. To mitigate the potential for impacts from construction activities, local permitting agencies shall require preparation and implementation of a SWPPP. To reduce the long-term potential for additional runoff and erosion, decreased drainage area and groundwater resulting from the increase in paved surfaces, MTC shall require implementation of the mitigation measures listed above for Impact 2.6-2.	Less than significant
Visual Resources			
2.7-1	Construction of certain transportation improvements in the 2001 RTP could significantly affect visual resources by adding or expanding transportation facilities in rural or open space areas, blocking views from adjoining areas, blocking or intruding into important vistas along roadways, and changing the scale, character, and quality of designated or eligible Scenic Highways.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant visual impacts. Typical mitigation measures that could be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.7).	Less than significant
2.7-2	The construction of soundwalls along freeways	Transportation project sponsors should consider the following mitigation	Significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
	and arterials, where they are used to reduce noise levels in surrounding residential areas, could significantly alter views from the road reducing visual interest and sense of place while also limiting views and sunlight from adjoining areas.	measures to minimize significant visual impacts: (refer to bulleted list of mitigation measures for this impact in Chapter 2.7).	
2.7-3	Forecast urban development that would be served by transportation improvements in the 2001 RTP could significantly change the visual character of many areas in the region, especially where development would occur on visually prominent hillsides or in existing rural or open space lands.	Local land use agencies are responsible for the approval of forecast urban development. These agencies should apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, etc., in visually sensitive sites areas.	Significant
Noise			
2.8-1	Construction of the transportation improvements proposed in the 2001 RTP would have short-term noise impacts on surrounding areas.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of each environmental document and at the time of project approval. Construction noise mitigation normally required by Caltrans, as well as local city and county ordinances. Construction mitigation measures generally limit construction activities to times when construction noise would have the least effect on adjacent land uses, and would require such measures as properly muffling equipment noise, and turning off equipment when not in use.	Less than significant
2.8-2	Transportation improvements proposed as part of the 2001 RTP could result in noise levels that approach or exceed the FHWA and FTA Noise Abatement Criteria.	Noise mitigation measures must respond to local land use compatibility criteria, and, if federal funding is used for the project, mitigation measures must also conform to applicable FHWA or FTA noise abatement criteria. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant noise impacts. Typical mitigation measures that should be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.8). As noted, the implementation of noise mitigation will, in some cases, more than offset the noise impacts of a particular transportation improvement. As a result, the 2001 RTP has the potential to bring noise abatement benefits to communities that currently experience noise	Less than significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
		problems resulting from existing traffic.	
2.8-3	Forecast urban development that would be served by transportation improvements in the 2001 RTP will result in increased traffic volumes along some transportation corridors in the Bay Area and could, in turn, increase noise levels along some of these corridors.	Except where project specific improvements create the need for noise mitigation, increased noise in other parts of the Bay Area would not necessarily be mitigated unless communities and local transportation authorities: 1) determine that a noise problem exists and that the problem is one of a perceptible nature, and 2) identify local or other transportation funds not currently included in the proposed RTP to provide the necessary mitigation. In many corridors the projected traffic increases are unlikely to produce perceptible increases in noise since there may not be any sensitive receptors nearby and the increased volumes would not trigger a significant impact.	Less than significant
Cultural Resources			
2.9-1	Individual transportation improvements in the 2001 RTP that involve ground disturbing activities have the potential to disturb, destroy, or significantly affect cultural resources.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant impacts on cultural resources. Typical mitigation measures that can be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.9).	Less than significant
2.9-2	Forecast urban development that would be served by transportation improvements in the 2001 RTP could, when it occurs, have the potential to disturb, destroy, or significantly affect cultural resources.	Local land use agencies are responsible for the approval of forecast urban development and for determining appropriate mitigation during their CEQA processes. In addition, local historic preservation regulations, where they exist, would apply to such development.	Significant
Population, Housing, and Social Environment			
2.10-1	Right-of-way acquisition associated with transportation improvements in the 2001 RTP could result in residential and business displacement or relocation.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. Mitigation measures will be identified to the extent feasible to minimize impacts. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant community displacement effects. Mitigation for displacement effects involves the preparation and execution of relocation	Less than significant

Table S-1: Summary of Impacts and Mitigation

	Impact	*Mitigation Measures*	*Significance After Mitigation*
		assistance plans that typically consider: (refer to bulleted list of mitigation measures for this impact in Chapter 2.10).	
2.10-2	Transportation improvements in the 2001 RTP have the potential to disrupt or divide a community by separating community facilities, restricting community access to the region, or eliminating community amenities.	Mitigation measures will be identified to the extent feasible to minimize impacts. Additionally, MTC can encourage project sponsors through EIR comments to consider design elements in their projects that would maintain or enhance neighborhood accessibility.	Less than significant
2.10-3	Construction of transportation improvements in the 2001 RTP could significantly disrupt adjoining communities in the short term.	Typical mitigation measures that could be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.10).	Significant
Land Use			
2.11-1	Construction of certain transportation improvements in the 2001 RTP, such as the expansion of existing facilities and the construction of new facilities, could convert resource lands, including prime agricultural lands designated by the State of California, Department of Conservation Mines and Geology Mineral Resource Zones 2 and 3 (MRZ-2 and MRZ-3), and parks and open space lands in public ownership or control, to transportation uses.	MTC shall require that project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. These commitments obligate project sponsors to implement measures that would minimize or eliminate any significant impacts resulting in the conversion of resource lands. Typical mitigation measures that could be considered by project sponsors include: (refer to bulleted list of mitigation measures for this impact in Chapter 2.11).	Significant
2.11-2	Concurrent implementation of the proposed 2001 RTP and forecast development of residential and employment land uses in the Bay Area over the next 25 years would result in a significant expansion of urban areas and significant changes in land use and the character of neighborhoods and districts in the Bay Area.	While MTC has no land use authority and cannot directly affect the pattern that future land uses will take, it can continue to participate in and promote the efforts of the Regional Agencies Smart Growth Initiative which is intended to coordinate regional smart growth efforts to use land more efficiently, optimize transportation and other infrastructure investments, preserve open space, etc. In this way, MTC can pursue the enhanced coordination of local land use plans and investments in the 2001 RTP.	Less than significant
2.11-3	The amount and location of new development can have locally significant effects on transportation demand, and on the location and amount of congestion.	While the secondary impacts of local land use decisions on the transportation system in the Bay Area are potentially significant, the mitigation associated with Impact 2.11-2 above could lead to the enhanced coordination of local land use plans and investments in the 2001 RTP. MTC also supports better integration of transportation and	Significant

Table S-1: Summary of Impacts and Mitigation

Impact	*Mitigation Measures*	*Significance After Mitigation*
	land use through its Transportation for Livable Communities (TLC) program and Housing Incentive Program (HIP).	